

THE CHINA MAIL.

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HONGKONG, SATURDAY, OCTOBER 19, 1878.

日四十月九年庚戌

PRICE, \$24 PER ANNUM.

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134 tons register, built at Singapore in 1864, of Singapore Hardwood and Teak, with Iron Fastenings. She was thoroughly repaired and metalled in April last, and is now in first-class order.

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Hongkong, October 15, 1878. no15

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ONE STEAM LAUNCH, 70 feet Long, 12 feet Beam, 6 feet Depth of Hold, 5 feet Draft of Water.

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Hongkong, September 23, 1878.

FOR SALE.

AN OPEN SAILING BOAT, with Masts and Sails Complete, and also can be used for Pulling Six Oars.

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Hongkong, October 15, 1878.

F. HUTCHINGS

begs to announce to the Gentlemen of Hongkong that he will be able to supply B. E. F. MUTTON, &c., from 1st October, and trusts that they may grant him their support.

Shop—WILKINSON STREET, opposite the Cathedral.

Hongkong, September 23, 1878.

For Sale.

EX LATE ARRIVALS.

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BASS'S DRAUGHT ALE, in Splendid Condition; PARTAGA'S HAVANA CIGARS.

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THE NEWEST NOVELS.

RED HEART RUM.

SHOOTING BOOTS.

SPORTING GEAR, of all Descriptions.

LANE, CRAWFORD & Co.

Hongkong, October 15, 1878.

Intimations.

HONGKONG RACES, 1879.

THIS MEETING will take place on THURSDAY, FRIDAY and SATURDAY, the 20th, 21st and 22nd February, 1879.

GENTLEMEN having suggestions to offer or Presentations to make are invited to communicate with the CLERK of the Course on or before the 19th Instant.

By Order,

M. W. SAUNDERS, Clerk of the Course.

Hongkong, October 11, 1878.

HONGKONG RACES, 1879.

THE HONGKONG DERBY, a SWEEPSTAKES of \$20 Each, half forfeit if Declared on or before the Date of Closing Entries, with \$100 added for 1st Pony and \$50 for 2nd. For all China Ponies and 4th Griflins at Date of Entry (25th January, 1879). First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight 10st 7lb. One-mile-and-a-half. NOMINATIONS Close on SATURDAY, 21st December, 1878. Addressed to the CLERK of the Course, at the Hongkong Club.

By Order,

M. W. SAUNDERS, Clerk of the Course.

Hongkong, October 11, 1878.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. E. COUGETRIE, Secretary.

Hongkong, August 1, 1878. no1

DENTAL NOTICE.

DR. ROGERS begs to say that he intends VISITING AMOY and FOOCHOW, leaving Hongkong September 15th, and returning November 1st.

Hongkong, August 21, 1878.

MOORE & Co.,

"VARIETY STORE"

NEWS AGENTS and TOBACCONISTS.

No. 42, Queen's Road Central.

Hongkong, September 10, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SIXTH RETURN of CAPITAL at the Rate of TWO TALELS per SHARE will be made to Shareholders of Record on the 11th October, Payable at the Office of the Liquidators, on MONDAY, the 21st October.

Warrants will then be delivered by the Underigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement. The Transfer BOOKS of the Company will be CLOSED from the 11th to the 21st October, inclusive.

By Order,

RUSSELL & Co., Liquidators.

Shanghai, October 5, 1878. no14

Intimations.

GOVERNMENT NOTIFICATION.

SALE OF THE OPIUM FARM.

NOTICE is hereby given, that TENDERS for the PRIVILEGE OF PREPARING and SELLING PREPARED OPIUM within the Colony for the Term of One, Two, or Three Years from the 1st of March, 1879, under the Provisions of Ordinance No. 2 of 1858, will be Received at this Office, until Noon on WEDNESDAY, the 23rd October, 1878.

Each Tender should specify the Monthly Payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licenses direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By Command,

C. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, October 3, 1878.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1877.

SHAREHOLDERS in the above Company are requested to furnish the Underigned with a List of their Contributions for the Year ending 31st December last, in order that the distribution of TWENTY PER CENT. (20%) of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, August 1, 1878. no1

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

MURRAY & LANMAN'S FLORIDA WATER.

CAUTION.

HAVING Learned that Large Quantities of IMITATIONS of our FLORIDA WATER have recently been imported to Hongkong, we caution the Public against purchasing any that does not bear the name "MURRAY & LANMAN" on the label.

Each Bottle of the Genuine is wrapped with a pamphlet printed on paper which has the words "LANMAN & KEMP, NEW YORK" in Water Mark.

Messrs MELOHERS & Co. are our only Agents for Sale of the Genuine Florida Water at Hongkong.

LANMAN & KEMP.

New York, July 9, 1878. no20

STRAITS ASIATIC SOCIETY.

THE First Number of the Journal of this Branch of the ROYAL ASIATIC SOCIETY is NOW READY for Delivery. Copies can be obtained from the HONORARY SECRETARY, Singapore, or from the Editor "CHINA MAIL."

Price:

Extra Copies to Members, \$1 Each.

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For Freight or Passage, apply to DOUGLAS LAFFRAK & Co.

Hongkong, October 15, 1878. no29

Intimations.

AFONG, PHOTOGRAPHER.

by appointment, to

H. M. SIR ARTHUR KENNEDY, H. E. ADMIRAL ALFRED P. RYDER, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

THE Spacious Premises being built especially for the production of Portraits and fitted up so as to command the best light throughout all the Hours of the Day is Open from 8 o'clock a.m. until 5 o'clock p.m., under the personal Management of D. K. Griffith, who has introduced all the latest novelties.

ENLARGEMENTS AND REDUCTIONS.

In a Superior Style at Moderate Charges.

STUDIO, QUEEN'S ROAD, Nearly opposite The Hongkong Hotel.

Hongkong, September 19, 1878.

FOUND.

A PAIR of GREEN GLASS SPECTACLES, Silver Mounted, which were left in St. JOHN'S CATHEDRAL, on Sunday, the 6th Instant. The Owner can have same by applying to Mr. GRIMBLE, at the Magistracy, and Paying Expenses of Advertising.

Hongkong, October 17, 1878. no24

Entertainment.

THEATRE ROYAL, CITY HALL, HONGKONG.

THIS EVENING, (SATURDAY), October 19th, 1878.

THE ROYAL ENGLISH OPERA AND OPERA BOUFFE COMPANY.

"GENEVIEVE DE BRABANT," In Four Acts.

MISS ELICIA MAY AS DROGAN.

CAST OF CHARACTERS:

DROGAN (A Page)...Miss ELICIA MAY.

Corcorio (Duke of)...Mr H. VERNON.

Brabant...Mr J. ROLLINGS.

Golo (Prime Minister)...Mr J. ROLLINGS.

Charles Martel...Mr ADAMS.

Burgomaster of...Mr CAUDLE.

Oswald (A Page)...Miss B. DRABGER.

Philbert (Squire)...Mr MELROSE.

Grab (The Bold)...Mr VERNON.

Fiton (mes)...Mr ROLLINGS.

Brigitte...Miss A. DRABGER.

Genevieve...Miss CLARA STANLEY.

Bakers, Councillors, &c.

THE WONDERFUL PIE.

THE BALCONY DUET.

THE SONG OF THE PIE.

the same words, of those who came out. Upon the pier stood throngs of people, trying to see the funnels of the Princess Alice, which were wrongly stated to be visible at low water. They could not have beheld them from this place had they been there, but numbers made their way out, and silently surveyed them. As the ferry boat left for North Woolwich, another steamer passed it close. In front of the holmsman lay an object scarcely hidden by a flag, and upon the deck long bundles were disposed side by side. A sailor, pipe in mouth, was unrolling over them a sheet of canvas. This score of corpses was the fruit of an hour's dragging, and she slowly passed across our bows to the Arsenal Wharf. At North Woolwich the procession of mourners and idlers was scarcely thinner than on the south shore.

Leaving on our right the Gardens, where advertisements for a grand Barmoid Show were torn across, we tramped through the barren fields, and by the riverside towards Beekton. As the Thames is unrivalled for beauty above bridges, so its ugliness below is incomparable. Our path was a lofty causeway, so narrow that two could scarcely pass, intersected by stile that had a railing in a continuing fence. On one side lay the poor and weedy fields, cut up with water courses and aimless bits of broken railing; on the other the muddy stream. There are neither houses, ships, nor wharves, nor two miles of road on this bank, but on the other lies Woolwich, in a dim canopy of smoke. Vendors of fruit and cakes sat on the bank below and called attention to their wares. The very latest edition of the papers hung across a broken rail and sold at fancy prices. Our unending array looked strange when one drew off the track and surveyed it moving in single file high up against the sky. At the new works of Victoria Dock a crowd assembled, and many went no further; for here could be seen the barges of the Thames Conservancy, moored bow and stern of the wreck, and displaying the ill-omened flag. Around them a swarm of boats pulled gently to and fro, sweeping the bottom with their drags. A steamer smoker, nearly near by, in time to time a boat drove towards it, and delivered a ghastly freight. The entrance to the Beekton Gas Works was guarded by two policemen, who refused admittance to those whose looks did not furnish them with a passport. Across the enormous area of coal dust and sidings, tramways, rails and sheds, directed to left or right by watchful overseers, we threaded the labyrinth, and reached another causeway beyond. Twenty minutes more brought those who remained of our procession to the Creek, a slough of mud and water. Speculative boatmen awaited us below, and sturdy roughs lay in ambush to help the women and the nervous down that slimy bank of mud and sharp-edged stones. So numerous were the passengers and so impatient that boats were loaded to the very gunwale; so we were ferried over, climbed the other bank, and reached Lawes's Patent Manure Factory, of which one large room had been devoted to the reception of the corpses.

Through a huge shed, lined along one side with boilers, so murky that its further end could not be seen, the incomers were directed by voices from the darkness. So guided they went on, pushed open a door, and beheld one of the most painful sights that ever man could witness. I have ridden over many battle-fields, I have seen death and horror in every shape, but none so distressing as that. It is not good to dwell on such scenes. Of all sudden deaths that by drowning is the one which most disfigures, and these poor souls had struggled for existence, had battered themselves one against another, had struck the floating timbers of the vessel. The attitudes showed with what violence they had died. Like men killed suddenly in battle, their limbs were clenched, arms bent, and fingers crooked. Without the clothing it would have been almost impossible for eye, however keen with love and fear, to recognise the lost ones. At least half of the twenty-five disposed upon the floor were still unknown, and four little corpses, white and flaxen haired, upon the window ledge, had found no relative to claim them. In the same case was a boy, more happy, who had escaped whilst father and mother were drowned. He seemed to be dull with terror and grief, and could only say that if taken to Kensington he would find his aunt. A good-natured working man was preparing to accompany him thither. The most of those sixteen carried alive to Creek Mouth have already gone home, but Mr. Hagger and Mrs. Golliver cannot yet be moved. The former has a terrible rash behind the ear, received he does not know how, and bruises and wounds over all his body. Mr. Hagger can scarcely talk, and the little extracted from him leads to the belief that he does not recall what passed between the accident and the rescue by a boat. Mrs. Golliver, however, and the boat's crew bear witness how the gallant fellow supported and lifted her into safety whilst half unconscious what he did. Engaging a boat I visited the scene of the disaster. Many watermen from London have come down to get a few shillings by a ghastly work, and one of these crews I tempted to convey me. They stipulated for liberty to "drag" as they went along, and the many-armed anchors were thrown overboard. Other boats all around us were thus employed, for a body is rewarded with five shillings in any event, whilst additional fees might possibly be obtained in this case. The spot the Princess Alice sank in is now marked by swirls and cross currents, and uneven water. No other sign is there on the surface of the muddy stream. A lifting tug of the Thames Conservancy is moored at her bows and a barge at her stern, both bearing the well-known flag with black in white stripes on blue ground. Close by and in the flag of the same device is attached to the mast of a barge which sank this morning with its brown sail spread; the two men on board have joined that great sheet of corpses rolling with the tide betwixt London and the sea. Our own efforts to grasp one of them were fruitless, but I was informed that six bodies enlaced had been dredged up some moments before. They were all those of young women. Water-side people know no better than others how the calamity occurred, but they have a strong conviction founded on experience. They say that the officers of the London Steamboat Company are careful beyond all others. That the watch is always kept with vigilance and the crew are picked men. Upon the other hand, it is declared that the crew of colliers leaving London are always worked out, dead with sleep, and that the lookout, always careless, is in no state to do his duty as he goes down the river. I give the statement for what it may seem worth to those who are concerned in such matters.

That official is not to be complimented on his success to-day. I have already mentioned the imperfect arrangements at the pier, but those at the Town Hall were simply scandalous. Whilst recollecting that the edifice was built for no such purpose as that to which it was turned, one must declare that childish common sense might have prepared a better system for meeting the emergency when it arose. The street was thronged, but no policeman tried to keep a passage. Two powerful constables stood before the door, resisting by main force the rush of people who tried to enter, but no way aiding the egress of those who came out. The door opened, and five or six persons emerged distracted by grief or anxiety, to fight a road through the mass of human beings. A like number of those nearest the portal forced their way in, and the door was shut again. The task of examining those swollen faces and that ripped sodden clothing, took some twenty minutes, so that a score of persons could scarcely be admitted in the hour. I heard a woman say—her face was grimed with tears—"We have been here three hours, and there are fifty people before us yet!" The police, also, lost temper, and behaved with violence. At one time the whole crowd took to flight—it was largely made up of women—and cries of "murder" rose. Hurrying up to see the cause of disturbance I found a tall young fellow, whose face was pale with anger and discoloured by blows, whom a brother tried to restrain. "It ain't no use," he said, "old chap, they will only knock you about again." My inquiries were answered civilly, and I learned that these youths had three sisters aboard the Princess Alice. Their father was with them, and they had patiently worked their way to the doors, when, as I was told, and as bystanders testified, the police, without warning or apparent reason, had commenced an attack with fists upon the crowd. Of this fact there could be no doubt, whatever the provocation. A young foreign gentleman, whose unusual height enabled him to peer above his neighbours' heads, was amazed by what he saw almost beyond the utterance of coherent words. No doubt the police had a trying task, exposed all day to pressure and annoyance. But they could have established their barrier at a distance from the Town Hall, and prevented mere idlers from blocking out those who had such a dreadful interest in approaching. It is said there were not men enough to do more than was done; but this fact, if true, does not absolve the superior officials of improvidence. As things were managed, each time a vehicle passed up or down the street there were rushes uncomfortable, and even dangerous, in the packed crowd.

It was rumoured on different parts of the river that something like fifty bodies had been picked up at this quiet little village, and this may in some measure account for the hundreds of persons who visited the police-station during the day. Persons who had been unsuccessful in finding their deceased relatives or friends at Woolwich, Barking, Rainham, and elsewhere, came to Erith as a last resource; but only fourteen bodies were picked up. So far as can be gathered none have yet been found below the point. The first intimation of the calamity which was received here was brought by one of the boats of the Bywell Castle, which landed three of the survivors—a boy and two adults. These were taken to the Yacht public-house, where they remained all night. The work of identification has gone on rather quickly at this point, the majority of the persons having been claimed by their relatives. A remarkable instance of mistaken identity took place here. Two gentlemen entered the station, total strangers to each other, and having walked along the path they both identified one lady—the one stating that it was his wife, and the second saying she was his mother. It subsequently turned out that the husband of the lady was the correct one, the lady being Mrs. Brown, of North Hall, Mortimer-road, St. John's Wood. The station all the evening has been almost besieged with inquiries whilst trade in the district seems at a standstill; all the shopkeepers and work-people having turned out in the streets to gather in groups and discuss the sad news. More than one tale is told of providential escapes, but generally the sight of the living is much more distressing than that of the dead.

BARROW, Wednesday.

The excitement and sympathy manifested at this somewhat out-of-the-way place have increased, and during the whole of to-day were as intense as the feelings exhibited on the opposite shore. When it is known that no less than 20 bodies of the unfortunate passengers are lying here, only 13 of which were, up to seven o'clock to-night, identified, this is easily accounted for. Train after train brings anxious and inquiring friends from London and elsewhere, to see if they can recognise one, or in most cases, more than one, who was dear to them; and failing to discover those whom they seek, their anguish is augmented by having to cross the water, only to meet a sight more horrible perhaps than the one they have lately quitted.

Within an hour after the disaster took place the first of the bodies was landed at the Creek, and conveyed to the plumber's room of Messrs Lawes's Factory. During the night one after another was brought in, and at eight o'clock this morning twenty-one bodies, chiefly those of women, were laid on sacks, alongside each other, waiting to be recognised. Two hours later six other bodies were brought ashore, one being a well-dressed young lady, who had several rings on and three little children, who, contrary to the shocking aspect exhibited by the other bodies, lay side by side, as if sleeping. Only two of them have been identified. The heads and faces of some of the poor creatures were terribly cut, and as the work of recognition proceeded, and that of the victims, the scenes of distress were heartrending. Shortly before two o'clock the bodies of two men, respectfully dressed, were brought ashore, and lodged in a shed opposite. One of them was a watch which had stopped at twenty minutes to eight.

Crowds of people assembled the whole of the day outside the factory, and were admitted to view the bodies, and although many failed to find their friends many a tearful eye turned from the awful scene, especially as they turned their gaze on the three children, who lay on a bench just below a window in the full light of day.

BARROW, Wednesday Evening.

Although nearly five miles distant from the scene of the calamity, a number of bodies were washed up to the shore and past this spot. This is accounted for from the fact that there was a strong ebb tide at the time. It was soon after 8 p.m. on Tuesday, that the first victim of the disaster was picked up, and then in quick succession the bodies

were brought on shore, until in a few hours no fewer than eight bodies were laid in the Ferry Boat public-house. Of these one is a little boy, probably about four years of age, and his appearance, as compared with all the rest of the bodies, is most painful. He is dressed in a blue serge dress, trimmed with white braid, a straw hat, with blue necktie. Next to him in the row is the body of a woman aged about 70, somewhat poorly clad; the next is the body of a robust woman, who is dressed in a maroon-coloured dress, white stockings, and new boots, aged about 45. She was wearing six rings, some of them of value, and in her pocket were two purses containing 9l. 16s. 8d. The next is a woman, aged about 32, dressed in a plum-coloured dress, with grey serge petticoat trimmed with braid. The fifth on the list is a very stout female, about 44 years of age. She is dressed in a black alpaca dress, with velvet body, and white stockings. The sixth is that of a woman supposed to be the wife of the captain, as she had in her possession an envelope headed "Orders," and addressed to Capt. N. Grinstead, Princess Alice. A free pass from Sheerness was also found upon her. The man is an elderly person, evidently named Wright, as a letter from Messrs Hollington Brothers was found upon him bearing that name, and also a letter from his son in America, addressed to N. Wright. He is an elderly person, and rather stout.

The saloon of the ill-fated vessel has also been washed ashore at this point, and now lies on the beach. Every few minutes the dead house was visited by numbers of persons in search of missing friends, and some of the scenes witnessed were of the most distressing character. Up to this time none of the bodies has been identified. The body of a child has also been washed ashore near the Dagenham Candle Factory.

The Coroner, Mr. C. C. Lewis, will hold the inquest on the bodies found here at Barking.

PERSONAL NARRATIVES.

The following are the thrilling personal descriptions of some of the passengers of the ill-fated vessel who were fortunate enough to escape.

Mr. Claude Hamilton Wiele, says:—I am a clerk in London, and was returning, with my brother, after a three days' holiday at Sheerness. I was standing on the lower part of the after-gangway at the time of the accident, having left my brother some way from the top of the saloon deck. We had come up slowly against tide from Gravesend, which we left at six o'clock. The captain was in his usual place on the deck. All the crew were sober, and every thing appeared to be in good order. The Princess Alice was fully loaded, and the fore part especially was crowded. I did not witness the collision, nor did I see the ship which struck us until I was in the water. Our vessel seemed to be almost out in two, and in a few minutes she seemed to double up in the middle and sink in deep water. The people rolled down the decks towards the opening. It was so steep they could not stand. I did not wait for her to sink, and after giving a peculiar whistle which my brother might recognise, I jumped into the water. Presently I found my brother swimming about; we are both good swimmers, and we made for the screw steamer. The water was full of people, especially about the hull of the screw, and we had great difficulty in avoiding them. A woman clutched me, but I got away and I saw her go down like a stone. The Princess Alice sank as I leaped off, and I was one of the last left on board, working my way to the stern before I jumped. I took off my boots, coat, and waist-coat, and reached here in my trousers and shirt only.

Mr. Herbert Augustus Wiele, brother of the former, says: I was on the saloon deck, aft, both looking ahead. I heard a shout, when I saw the huge red hull of a steamer, coming upon us, towering high above our saloon. She struck us amidships on the right hand side, and then we seemed to lie still for a minute. I ran down the companion ladder and got to the extreme after part of the boat, and I took off my boots ready to dive. The passengers were frantic and I tried to pacify some of them, for I did not think we should sink, and I think the people got a little quieter, but in three or four minutes our vessel parted in the middle, and she seemed to double up. The part where I was rose so high in the air that I was almost afraid to dive. I shut my eyes and plunged in, taking a long dive to get clear of the people in the water. I had seen them sliding down the decks before I leaped. Our vessel seemed near the north shore, just before the accident, and was steaming at all, for the steamer had stopped to avoid another vessel which had just eluded us, and before she could go ahead this other one came upon us. The captain and officers shouted, "Where are you coming to?" and she drove into our side. When I came up after diving the Princess Alice was not to be seen, but I wiped the water out of my eyes and saw my brother. We swam together to the screw ship and got hold of a rope, which some one threw over to us. The screw had stopped, and did what it could to save life, but it did not lower any boats. I saw four or five men on board, and they said they had no boats. The money-taker of the Princess Alice climbed up the chain of the funnel when the accident took place, and got on board the screw as she came flashing in, and I also saw one of the stewards catch hold of the anchor chain. I believe these two afterwards came ashore. My brother and I got faint clinging to the rope, and let go. We swam about till we got hold of a boat, and dragged on there for a while, until at last the man in charge of the boat took us in. We were taken on shore at Barking Creek and lodged at the Crooked Billet. We were in the water about twenty minutes. Before there was any apparent danger I saw two clergymen on the saloon deck singing hymns, and the fellows down aft were singing songs. The captain and crew were all steady.

Benjamin Smith, of 37, Market-street, Edgware-road, one of the survivors in the Woolwich infirmary, states that the first he knew of the accident was hearing some one shout out "Good God, there is a ship down on us!" and on looking up, he saw a huge vessel strike them under the paddlewheel. The lights of the Princess Alice were burning brightly, and he had noticed them being lighted about 30 minutes earlier. When the collision took place one man held out his arms and said that they need not be alarmed. The speaker, however, mounted the side of the saloon by a rope, so as to take him a little higher and within reach of the ladder at the side of the ship that had struck them. There were, however, five or six hanging to it, and it gave way bodily. He was thrown into the

water, and struck by the side of the saloon. At this time he could hear the windows cracking. As he came up out of the wreckage, he was struck over the bridge of the nose (the gentleman was banded on the face). He thought the vessel went down within two minutes of being struck. Mr. Fred. Love, another patient, said: Directly before the collision a steamer passed quite close to us, but did not touch us, and directly after that had gone, we seemed to be in a direct line with the one which had just passed. When I looked again, it seemed to be coming in our direction, and, would, perhaps, then be at a distance of 200 yards from us. There was a deal of shouting and much confusion, but in an instant the collision occurred. I am a good swimmer, and was in the water about twenty minutes before I was picked up. Several of those in the water caught hold of me, but I had to strike out for myself. I was at a disadvantage, as I jumped away from the boat, and got carried away by the stream. I was picked up by a small boat and taken on to a barge, where I was treated with the greatest kindness during the night. I lost my adopted mother, Mrs. Laws, in the accident. I think that whole families must have been had gone inside of the saloon, because numbers had gone inside of the saloon, and the struggle upon the paddle-boxes was something awful, each one endeavouring to save himself.

Henry Totman makes the following statement:—I was a passenger by the Princess Alice steamer on Tuesday afternoon, which left Sheerness at a quarter past four. I should think there were about 600 or 700 passengers on board. Everything went well until we left Gravesend—in fact, until we were just off Barking. I was standing about the paddle-box, and all I know of the matter is, that I heard the captain from the bridge shout out, "Hit her! hit her! Where are you coming to?" He had no sooner said this, than the vessel out us down amidships. The captain gave the order to stop the engines when he saw the ship coming, and I believe he stopped as quickly as he possibly could, when the big ship struck us with a sort of gentle crush. It came on like that (expressively waving his hands), and then you could hear the timbers crunch up together. As the ship came on us, it looked rather than the ceiling (about 20 feet). In five minutes there was not a particle left of our boat, beyond a few pieces floating in the water. I owe my life to catching hold of a life-buoy that was thrown from the Bywell Castle. When I was picked up I saw a lot of people clinging to the ropes, and they took some of them in. When the vessel began to sink the after part went down first, and I ran forward until the water came over my head. When I heard the captain call out I looked round, and I saw the collar's red light quite plainly, but I really do not know whether we had our lights burning, as I had taken no notice. When she sank I followed the screw. The steam came up, and I thought the boilers would have burst. I cannot describe the scene that ensued, as it was too awful to think of. I am not a swimmer.

James Lynn says:—We were going along very comfortably until the ship stopped after leaving Gravesend. We then started again, and then I heard some one call out "Stop!" again, and we "threw our head towards the shore." A vessel appeared to be bearing down on us, and the captain of the Princess Alice called out to them to stop, but they took no notice of him or of the shouts of the passengers. She was then within 200 or 300 yards of us. The crew and passengers called to them to turn their ship, but she still kept on, and dashed right into our side, and nearly cut us in two. I had my mother and my aunt on board with me, but I do not know whether they are saved or not, as I have not seen them since. I tried to scramble up the chains of the ship, but I was kicked down off them by others. I did not think much of it, as I did not believe she was going to sink so rapidly. I then ran down to the lower deck to try and save my friends, but no sooner had I got there than I was swamped. The screams were something dreadful to hear. I managed to get back again on the deck, when the boat went down. When I was in the water—I could not swim—I struck out as well as I could, and I don't exactly remember what became of me. I got hold of a piece of wood of some sort, and I seemed to be a long way off from the vessel that struck us. I managed to keep up and struck out towards it, and kept along for about two or three minutes. I got near to it, and then they threw a rope out to which I hung on for a few minutes, till I was taken up by a boat. The water seemed full of wreckage mixed up with dying people, women and children. I was taken ashore to Barking, where the people took me into a cottage and put me on somebody's dry clothes.

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Mr. Henry Reed, stationer, of 57, Oxford-street, says:—"My wife and I had been down at Gravesend spending the day. We did not go down by the Princess Alice, and we were during the voyage on the upper part of the vessel, where there were other first-class passengers—men, women, and children—but the deck was not crowded. The other portions of the ship seemed to me to be very much crowded, chiefly by pleasure-seekers. I never before saw so many children on board a Thames steamer, and the proportion of women on board seemed to be very large, but throughout the passage from Gravesend there was perfect order. I did not see one person under the influence of liquor on board. Up to within a few moments of the collision a band was play-

ing, and its last tune was 'Nancy Lee.' All went well and quietly until about twenty-five minutes to eight o'clock, when it was anything but dark. You might not have been able to read small print, but you would distinctly see the picture on a photograph. We were near North Woolwich, and had seen the powder magazine. The captain was standing on the paddle-box, looking ahead and giving directions to the hands. I am perfectly certain we were slackening speed and going very slowly. Some of the people around us were straining their eyes and looking ahead in the same direction as the captain. My wife and I turned to look at the others; and we were then standing at the extreme point of the deck, looking up the Thames. I saw a large vessel, a screw steamer, several lengths ahead, and coming directly towards us. It appeared to me that our vessel had then altogether stopped, and was standing still in the water. Every one around us was anxious, and inquired one from the other what was the matter; but two or three of the men belonging to the Princess Alice who were on the deck looking out told us not to fear, for we would go by all right, and that there was no danger. My wife expressed a fear that the great vessel, towering so much above us, would come into collision. She was some lengths off, but coming nearer in a direct line. I am quite sure she was coming straight on. I looked about me, but saw no lights on the large vessel, nor could I see any man in the fore part of her facing towards us. I jumped up on the seat, still looking towards the vessel approaching us; but one of the hands called upon me to come down, by the captain's orders. I observed that the captain of the Princess Alice was still on the paddle-box, and that our lights were hung out. As the large vessel came nearer to us, while I believe we were standing still, I distinctly heard the captain shouting to her in a loud voice, 'Where are you coming to?' I came down from the seat as ordered, when I found my wife and I were the only passengers on the upper fore-deck. The large vessel was then close upon us. My wife, who had not lost her self-possession, said, 'Do not leave me,' and I took her hands to keep her by me. I looked up at the vessel close upon us, but could see no persons in her fore part, nor hear any cries from her; but her great height above us would probably prevent our doing so. The collision must have occurred at that moment, for although there was no crash, we felt the Princess Alice tremble under us—a kind of strong shivering motion. We turned, looking aft, seeking for means of safety, and I observed the captain was no longer on the paddle-box. I never saw him again. Screaming then began, and I saw a lot of people—quite at first and excited crowd—rush, as I believe, across the gangway. I fancied there might have been a ladder there, for I saw several people, women with children, and men with women, drop over the side, but whether on to a ladder or not I do not know; but perceiving that there was a fierce rushing of steam up the side at that point I feared approaching it, lest we might be scalded to death. Without any apparent shock we found ourselves, my wife and I still holding together, in the water, and rose again. We sank again, I believe drawn down by the suction of the Princess Alice. When we rose my wife was black in the face and nearly insensible. I could not swim, and could scarcely hold my wife up. She told me to keep quiet, and to hold up. A plank was close by us and going past. I seized it, and holding on to it I carried us up, but they took no notice of him or of the shouts of the passengers. She was then within 200 or 300 yards of us. The crew and passengers called to them to turn their ship, but she still kept on, and dashed right into our side, and nearly cut us in two. I had my mother and my aunt on board with me, but I do not know whether they are saved or not, as I have not seen them since. I tried to scramble up the chains of the ship, but I was kicked down off them by others. I did not think much of it, as I did not believe she was going to sink so rapidly. I then ran down to the lower deck to try and save my friends, but no sooner had I got there than I was swamped. The screams were something dreadful to hear. I managed to get back again on the deck, when the boat went down. When I was in the water—I could not swim—I struck out as well as I could, and I don't exactly remember what became of me. I got hold of a piece of wood of some sort, and I seemed to be a long way off from the vessel that struck us. I managed to keep up and struck out towards it, and kept along for about two or three minutes. I got near to it, and then they threw a rope out to which I hung on for a few minutes, till I was taken up by a boat. The water seemed full of wreckage mixed up with dying people, women and children. I was taken ashore to Barking, where the people took me into a cottage and put me on somebody's dry clothes.

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BY ROBERT BROWNING.

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to materialism."

Intimations.

CROSSE & BLACKWELL'S
CELEBRATED OILMEN'S STORES.

Five Prize Medals, Paris, Vienna and Philadelphia.

PICKLES AND SAUCES,
JAMS AND JELLIES,
ORANGE MARMALADE,
TART FRUITS, DESSERT FRUITS,
PURE SALAD OIL,
MUSTARD, VINEGAR,
POTTED MEATS AND FISH,
FRESH SALMON AND HERRINGS,
HERRINGS A LA SARDINE,
YARMOUTH BLOATERS,
BLACKWALL WHITEBAIT,
PREPARED SOUPS, IN TINS,
PRESERVED VEGETABLES,
HAMS AND BACON, IN TINS,
PRESERVED CHEESE,
OXFORD AND CAMBRIDGE SAUSAGES,
BOLOGNA SAUSAGES,
YORKSHIRE GAME AND PORK PIES,
TONGUES, GAME, POULTRY,
PLUM PUDDINGS,
SEA AND PERRINS' WORCESTERSHIRE SAUCE.

Fresh supplies of the above, and numerous other table delicacies, may be had from most Storekeepers.

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To prevent the fraud of refilling the bottles or jars they should invariably be destroyed when empty. Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

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PURVEYORS TO THE QUEEN,
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Respectfully inform their Friends and the Public that they have removed to their

NEW SHOW ROOMS & OFFICES,
17, ST. BRIDE STREET, LUDGATE

CIRCUS, where may be seen samples of every description of

TABLE GLASS, for household use, Regimental Mess, Hotels, Confectioners, Ship's Cabins, &c.; also

CHANDLERS, for Gas, Kerosene or Candles.

CHINA AND STONE WARE, for Breakfast, Dinner, Dessert and Tea Service.

CHEMICAL GLASS WARE, Steam Gauges, &c., &c.

ELECTROPLATE, LINEN CLOTHS, LAMPS, and all kinds of HOTEL requisites.

All orders must be accompanied by a remittance of London reference and addressed to the Office,

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FELLATT & Co., Glass Manufacturers.

Intimations.

Dysentery, Cholera, Fever,
Ague, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S
CHLORODYNE

(Ex Army Med. Staff)

IS THE ORIGINAL AND ONLY
GENUINE.

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J. W. BENSON,
WATCH AND CLOCK MAKER
TO THE QUEEN AND ROYAL FAMILY,
And by Special Appointments to
H. R. H. THE PRINCE OF WALES, H. I. M. THE EMPEROR OF RUSSIA,
THE MAHARAJAH OF BURDWAN,
AND TO SEVERAL INDIAN PRINCES.
PRIZE MEDALS—LONDON, DUBLIN, & PARIS.

BENSON'S. Watches, of every Description, suitable for all climates, from £2 to 200 guineas. Chronographs, Chronometers, Keyless Levers, Presentation, Repeater, Railway Guards, Soldiers', and Workmen's Watches of Extra Strength.

BENSON'S. Clocks—for Churches, Turrets, or Public Buildings, Dining or Drawing Room, Library, Carriage, Church, Hall, or Shop. Engraved Calendars, Wind Dials, &c. Astronomical Engraving, Crochet, decorated with Wedgwood and other wares, designed to suit any style of furniture; also as bijouterie as applied to Memorabilia for Presents. Made and sold by Benson. From £5 6s. Distinguished Personages.

Merchants, Shippers, and Wholesale Buyers are specially invited, before sending their orders elsewhere, to obtain from the Manufactory the Illustrated Catalogues of Watches, Clocks, Chains, Jewellery, Silver, and Electro-plate, which are sent post free, as not only are the discounts liberal, but a selection can be made from the largest stock in the world.

Orders should be sent direct to the Manufactory, Ludgate Hill.

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Steam Factory and City Show Rooms—

LUDGATE HILL, LONDON.

West-End Establishment—

25, OLD BOND STREET.

Established 1749.

50078 1w 52t 50079

In consequence of spurious imitations of

LEA AND PERRINS' SAUCE,

which are calculated to deceive the Public, Lea and Perrins have adopted A NEW LABEL, bearing their Signature, thus,

Lea & Perrins

which is placed on every bottle of WORCESTERSHIRE SAUCE, and without which none is genuine.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper. Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World.

80077 1w 52t 70078

DINNEFORD'S

THE BEST REMEDY FOR ACIDITY OF THE STOMACH, HEADACHE, AND FOR REGULAR USE IN WARM CLIMATES.

DINNEFORD'S FLUID MAGNESIA.

DINNEFORD & Co., Chemists

London.

And of Druggists and Storekeepers throughout the World.

N.B. ASK FOR DINNEFORD'S MAGNESIA.

Agents—A. S. Watson & Co., Hongkong.

30078 1w 52t 30079

JOYCE'S SPORTING AMMUNITION.

ESTABLISHED 1820.

To-day's Advertisements.

FOR SALE.
SUPREME COURT AND CONSULAR
GAZETTE, for 1867, 1868 and 1869,
 6 Vols.
CHINA OVERLAND TRADE RE-
PORT, 1870 to 1874, 5 Vols. Address
 "W" care of Office of this Paper.
 Hongkong, October 19, 1878. cc20

CAUTION TO THE PUBLIC!

DR. BRIGHT'S PHOSPHODYNE.

WHEREAS it having become known to the
 Proprietors of Dr. BRIGHT'S PHOSPHODYNE
 that a worthless imitation, bearing a similar
 name, is exported to India, China, &c., and
 endeavored to be foisted on purchasers as equal
 in efficacy to Dr. BRIGHT'S PHOSPHODYNE, they feel
 it due to the public to specially caution them
 against this compound and request their most
 careful attention to the following distinctive
 characteristics of Dr. BRIGHT'S (the only genuine)
 Phosphodyne.

1st.—That Dr. BRIGHT'S Phosphodyne is sold
 only in cases.
 2nd.—The words "Dr. BRIGHT'S Phospho-
 dyne" are clearly blown in each bottle.
 3rd.—The Registered Trade Mark and
 Signature of Patente are printed on
 the label of every case.
 4th.—Directions for use in all the following
 languages are enclosed in each case:—
 English, French, German, Italian, Dutch,
 Spanish, Portuguese, Russian, Danish,
 Turkish, Persian, Hindostani, Madrasse,
 Bengalee, Chinese, and Japanese.

Without which none can POSSIBLY
 be Genuine.

DR. BRIGHT'S PHOSPHODYNE

Is the Only Reliable Remedy for
 NERVOUS AND LIVER COMPLAINTS
 AND ALL
 FUNCTIONAL DERANGEMENTS.

DR. BRIGHT'S PHOSPHODYNE is
 patronised by the Aristocracy and the Elite,
 extensively used in the Army and Navy, and
 strongly recommended by the leading Medical
 Practitioners.

DR. BRIGHT'S PHOSPHODYNE

Is sold by all Chemists and Patent Medicine
 Vendors throughout the Globe.
 In India, China, &c., DR. BRIGHT'S PHOS-
 PHODYNE is generally sold at an advance
 on the English Price.

The high Estimation in which Phosphodyne
 is held is unquestionably due to its adminis-
 tration, in this form. Therefore

ASK FOR

DR. BRIGHT'S PHOSPHODYNE

And do not be persuaded to take any
 Useless and Possibly Dangerous
 Imitation.

CAUTION TO MEDICINE VENDORS.

The Trade Mark, Label, &c., of DR.
 BRIGHT'S PHOSPHODYNE are duly entered
 at Stationers' Hall, London, and are also
 registered in the Chief Cities of the World.
 Chemists and Druggists are hereby warned
 that legal proceedings will be immediately
 instituted by the Authorized Agents, against any
 person or persons selling fraudulent imitations
 of DR. BRIGHT'S (the only genuine) PHOS-
 PHODYNE, from this date, 1st October, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
 Owners will be Responsible for any
 Debt contracted by the Officers or Crew
 of the following Vessels, during their stay
 in Hongkong Harbour:—

BRUNETTE, British barque, Captain W.
 Dow.—Geo. R. Stevens & Co.
 IMPERATRICE ELIZABETTA, Austrian ship,
 Capt. Hreglich.—D. Musso & Co.
 INDIA, American ship, Capt. O. Patten.
 —Order.

DON QUIXOTE, American ship, Captain
 Chas. F. King.—Messageries Maritimes.
 RAFAEL M. HAYWARD, American 3-m.
 schooner, Capt. L. B. Doane.—Meyer & Co.
 GLAMIS, British bark, Captain Key.—
 Russell & Co.

BREITHOVEN, German barque, Capt. R.
 Haje.—Melchers & Co.
 LORD MACAULAY, British barque, Capt.
 R. B. Monkman.—Wm. Pustau & Co.
 FONTENAYE, British ship, Capt. Geo. B.
 Taylor.—Arnhold, Karberg & Co.
 BERTHA MARION, British barque, Capt.
 G. B. Scarlett.—Gillman & Co.
 STRATHMORE, British steamer, Captain
 John Rowell.—Wm. Pustau & Co.
 SRINAWAY, Brit. barque, Capt. Pringle.
 —Siemens & Co.

Not Responsible for Debts of Crew:—
 HERALD, British ship, Captain Chas.
 Robertson.—Jardine, Matheson & Co.

SHIPPING.

ARRIVALS.

Oct. 18, *Peng Chau-hat*, Chinese Revenue
 Cruiser, from a cruise.
 Oct. 19, *Fuyue*, Chinese steamer, 920
 tons, Shanghai Oct. 16, General.—O. M.
 S. N. Co.

DEPARTURES.

Oct. 18, *Norden*, for Swatow.
 18, *Diomed*, for London, &c.
 18, *Emerald*, for Manila.
 18, *Peng Chau-hat*, for a cruise.

CLEARED.

Tyburnia, for Penang.
Fenico, for Newchwang.
Ocean King, for New York.
S. R. Moore, for New York.
Albert Russell, for New York.
Kwan-yung, for Coast Ports.
Yehing, for Swatow.

PASSENGERS.

ARRIVED.
 For *Fuyue*, from Shanghai, 61 Chinese,
 and 2 European.

DEPARTED.

For *Diomed*, for London, Mrs. J. D.
 Clark, and 20 Chinese for St. Pauls.
 For *Emerald*, for Manila, Messrs. F. M.
 Mein, C. V. Fressel, and A. Narville.

SHIPPING REPORTS.

None.

CARGOES.

For *S. S. Gaelic*, sailed October 1st,
 1878:—For Yokohama, 4,825 bags Sugar,
 50 bundles Baitana, 1,010 pkgs. Iron, and
 447 pkgs. Merchandise for San Francisco.
 40,027 bags Rice, 163 bags Sugar, 4 boxes
 Opium, 68 boxes Fresh Opium,
 88 pkgs. Tea, 25 cases Silk, and 3,200

pkgs. Merchandise; for Boston, 14 pkgs.
 Merchandise, and 289 half-chests Tea; for
 Chicago, 1,122 pkgs. Tea; for New York,
 18 cases and 258 bales Silk, 72 pkgs. Mer-
 chandise, and 200 boxes Tea.
 For *S. S. City of Tokyo*, sailed October
 15th, 1878:—For Yokohama, 3,878 bags
 Sugar, 125 bales Gunies, and 476 pkgs.
 Merchandise; for San Francisco, 34,965
 bags Rice, 490 bags Beans, 300 bags Coffee,
 245 pkgs. Cordage, 37 pkgs. Shellac, 10
 bales Gunies, 4 bales Silk, 2 pkgs. Silks,
 95 pkgs. Opium, 210 pkgs. Tea (13,627 lbs.),
 182 pkgs. Tea from Amoy (7,012 lbs.), and
 3,077 pkgs. Merchandise; for Victoria,
 1,094 bags Rice, 50 bags Sugar, 41 pkgs.
 Tea (2,201 lbs.), 2 pkgs. Opium, and 121
 pkgs. Merchandise; for Manzanillo, 12
 pkgs. Merchandise; for Acapulco, 15 pkgs.
 Silks; for San Jose de Guatemala, 10 pkgs.
 Silks; for La Libertad, 1 pkgs. Silks; for
 Punta Arenas, 5 pkgs. Tea (279 lbs.), 1
 pkgs. Silks, and 28 pkgs. Merchandise; for
 Panama, 200 bags Rice, 80 pkgs. Tea (3,413
 lbs.), 4 pkgs. Opium, 2 pkgs. Silks, and 61
 pkgs. Merchandise; for Callao, 55 pkgs.
 Silks, and 81 pkgs. Merchandise; for
 Valparaiso, 1 pkgs. Silks; for New York,
 219 bales and 9 cases Silk, 3 pkgs. Silks,
 and 80 pkgs. Merchandise.

Shipping Intelligence.

The following is corrected from the latest
 London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.

When.	Name.	From.
1st.		
25, G. B. S.,		Liverpool
28, Oracle,		Liverpool
30, Bristolian (s.),		Antwerp
16, Invincible,		Penarth
9, Napier,		Cardiff
14, Verona,		New York
1, Marina,		London
14, Emily Chaplin,		Cardiff
22, Commissary,		Penarth
26, Underwriter,		Fortress Monroe
28, Melbrey,		London
16, Annie Bow,		Newcastle (N.S.W.)
16, Lorimer,		Newcastle (N.S.W.)
17, Leucadia,		Newcastle (N.S.W.)
18, Sydenham,		London
21, Stant,		Antwerp
27, Pilgrim,		Cardiff
28, Abbey Cooper,		Antwerp
30, Sumarilde,		Hamburg
31, Chamer,		Cardiff
Aug.		
1, Bury St. Edmunds,		Penarth
7, Alfredo,		Cardiff
8, Urania,		Penarth
10, Corea,		London
11, Lota,		Cardiff
15, Friedrich,		Cardiff

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal

Glenearn, Cythraea.

Glenroy, Argyll.

Flintshire.

Sailing Vessels.

James Shepherd.

At Liverpool.

Orates (s.), Antenor (s.).

Cadiz (s.), Cilunum.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW.—
 Per *Yotung*, at 9.30 a.m., on Monday,
 the 21st inst.

For NEW YORK.—
 Per ship *S. R. Meade*, at 10 a.m., on
 Monday, the 21st inst.

For MANILA.—
 Per barque *Brunette*, at 3 p.m., on Mon-
 day, the 21st inst.

For SAIGON.—
 Per *Pernambuco*, at 3.30 p.m., on Friday,
 the 25th inst.

For STRAITS SETTLEMENTS.—
 Per *Strathmore*, at 3.30 p.m., on Friday,
 the 25th inst.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES:—

S. JOHN'S CATHEDRAL.—The Right
 Reverend Bishop Burdon; The Rev. E.
 Davys, Acting Colonial Chaplain. Morn-
 ing Service 11, Evening 4. Holy Com-
 munion on the first Sunday in the month.

Military Service.—Rev. J. Henderson,
 acting Military Chaplain. At 8 a.m.
 Morning Prayer, &c. Holy Communion
 on the third Sunday in the month.

UNION CHURCH.—Morning Service, at
 11 a.m., Afternoon, 6 p.m.—Divine Service
 in Chinese, 2-3 p.m. every Sunday, with
 communion on first Sunday of every month.
 —Rev. Dr. Eitel.

ST. PETER'S SEAMEN'S CHURCH.—Rev.
 J. Henderson. Service at 6 p.m., every
 Sunday. All seats free. Morning Prayer
 and Communion on the first Sunday in
 each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev.
 A. B. Hutchinson, and Rev. Lo Sam
 Yuch. (All Services in Chinese.) Morn-
 ing Prayer—Liturgy, Ante-Communion,
 and Sermon, at 11 a.m. Bible Class, at 8
 a.m. Preschool, at 8.30 a.m. Holy Com-
 munion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in
 the German language, by Rev. W. Louis,
 every Sunday, at half-past ten a.m., in
 the Chapel of the Berlin Foundling House,
 West Point.

Shipping.

Daylight.—*Kwintung* leaves for Coast
 Ports.

General Memoranda.

THURSDAY, October 24.—
 Noon.—English Mail leaves for Ports
 of Call and Europa.

THURSDAY, October 31.—
 Noon.—French Mail leaves for Ports of
 Call and Europa.

FRIDAY, November 1.—
 Noon.—Occidental & Oriental S. S. Co.'s
 Steamer leaves for Yokohama and San
 Francisco.

MONDAY, November 4.—
 Claims against the Estates of Chan Woong
 Tong, Tam Ah-shai, Thomas Hart, Wm.
 Shannon, Afong, Wm. Matchett, Lee
 Ah, Lee, Ah-shai, Maan, Alex. Comp-
 ell, Wong Yow, Leong Kin, and Wm.
 Dunphy, deceased, must be proved up
 or before this date.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUI-

SITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,

Gingerale, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufacture is under direct and

continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced

at 7.50 p.m.

DEATH.

At Chefoo, on the 5th Oct., Miss LYDIA

M. FAY, for 28 years a Missionary of the

American Episcopal Church in China.

THE CHINA MAIL.

HONGKONG, SATURDAY, OCTOBER 19, 1878.

It is to be hoped that the highly satis-

factory figures in regard to the state

of trade in this Colony, placed before

the Legislative Council by Mr. Hennessy

on Tuesday, are a little more reliable, so

far as they represent actual facts, than

His Excellency's famous criminal statis-

tics. The latter, while their literal ac-

curacy was not questioned, were certainly

most misleading with respect to the point

they were brought forward to prove,

namely, that the criminal state of this

Colony had, for a decade previous to the

arrival of Mr. Hennessy in Hongkong,

been gradually getting worse and worse.

If this were true, although no old re-

sident in the Colony could possibly

believe it, His Excellency unfortunately

has not been able to prevent our attain-

ing the climax, for it is generally admit-

ted we have reached a climax in the

prevalence of crime here at the pre-

sent moment. It is true that His Ex-

cellency might argue that he has been

able to carry out only a portion of his

schemes, and that in an imperfect

manner, in the face of the strong oppo-

sition encountered here to his proposed

innovations; and that he is not respon-

sible for the occurrence of outside and

accidental circumstances, which have

been advanced from various quarters as

reasons for the increase of crime here.—

But looked at in any way, it is obvious

that we could not be in a much worse

position in regard to crime than we are

at the present moment had we continued

the faulty administration of former

Governors, while most people believe

that were Government House still oc-

cupied by Sir Arthur Kennedy, the Wing-

lock street affair, and the existing alarm

on the part of householders, would never

have occurred. The report of the

humane tendencies of His Excellency

the Governor was spread far and wide

among the Chinese criminal class, and

how far a policy of that kind would

have succeeded under any circumstances

is, we think, indicated, in some measure,

by the fact that rascaldom was never

more active or daring in Hongkong than

it has been during the last six months.

The increased vigilance of the police;

the moon; or the indignation that found

expression at the late public meeting,

seems to have had a considerably damp-

ing effect upon the rascaldom among

and around us, few or no house robberies

having now been reported for some time

past.

Among the most surprising of the statis-

tics of His Excellency were those relating

to the postage revenues. "Another item

in which our revenue has increased," said

His Excellency, "is that of postage.

The actual receipts in the twelve months

of 1877 amounted to \$62,675. That

would give us for the nine months of

this year \$47,000. But instead of that

we have got in the nine months \$68,000;

so that we have actually received in the

nine months of the present year more

than we did in the twelve months pre-

ceding it." If this statement be true

our Postmaster General ought to be

called upon for an explanation, for he

has systematically led the public, in

his reports of the last year or two,

to believe that the postage revenue

of the Colony must inevitably decline.

For instance, in recommending, in a

special report in August 1876, that the

Colony should enter the Postal Union,

Mr. Lister stated that the annual con-

tribution of \$3,180 would "nearly swallow

up the \$20,000 per annum at which the

net profit of the Post Office might be

POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised June 7th, 1878.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, Canada, Brazil, India (including Ceylon, the Straits, and Aden), Japan, Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Borneo, with all French, Danish, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The other countries not in the Union are: the Australasian Group, Africa (except French, &c., Colonies), Newfoundland and Central America.

Postage to Union Countries.

General Rates, by any route:—
Letters, 12 cents per ½ oz.
Registration, 8 cents.
Newspapers, 2 cents each.
Books and Patterns, 4 cents per 2 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:—
Letters, 16 cents per ½ oz.
Registration, 8 cents.
Newspapers, 4 cents each.
Books and Patterns, 6 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

	Via San Francisco, or via the Cape of Good Hope.	Via the Cape of Good Hope.
Letters, Registration, Newspapers, Books & Patterns,	22, 8, 2, 4	26, 12, 6, 10

Aspinwall (N.R.), Bahamas, Guatemala (N.R.), Hayti (N.R.), Mexico (N.R.), Panama (N.R.), Salvador (N.R.), and Venezuela (N.R.):—

Letters, Registration, Newspapers, Books & Patterns,	16, 8, 2, 4	34, 12, 6, 10
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Bolivia, Chili, Ecuador, and Peru:—

Letters, Registration, Newspapers, Books & Patterns,	30, 8, 2, 4	46, 12, 6, 10
--	-------------	---------------

Hawaiian Kingdom (N.R.), Newfoundland:—

Letters, Registration, Newspapers, Books & Patterns,	16, 8, 2, 4	12, 12, 6, 10
--	-------------	---------------

W. Indies, (except as above) Costa Rica, Honduras, Monte Video, New Granada, and Nicaragua:—

Letters, Registration, Newspapers, Books & Patterns,	34, 8, 2, 4	38, 12, 6, 10
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Australia, New Zealand, Tasmania, Fiji, Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12; Registration, 12; Newspapers, 2; Books and Patterns, 4.

* A small extra charge is made on delivery.

Correspondence for the West Indies (except those belonging to the Postal Union, the Bahamas, and Hayti), for Costa Rica, Honduras, Monte Video, New Granada, Paraguay, and Uruguay, can no longer be sent via San Francisco.

LOCAL AND TOWN POSTAGE.

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction:—

Letters, Registration, Newspapers, Books & Patterns,	2, 8, 2, 2	2, 8, 2, 2
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Between any other two of the following places (through a British office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship:—

Letters, Registration, Newspapers, Books & Patterns,	4, 8, 2, 2	4, 8, 2, 2
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Between the above by Contract Mail:—

Letters, Registration, Newspapers, Books & Patterns,	8, 8, 2, 4	8, 8, 2, 4
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Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—
1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.
2nd. It must be published at intervals of not more than 21 days, and

must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and in efforts, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c., must not be sent as a separate packet.

Circulars, &c., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorized to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

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The following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples. Indigo cannot be sent to any place.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 a.m. to 11.30 a.m. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

Miscellaneous Notices.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business. (See Postal Guide, par. 103.)

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Closures.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the British Post Offices in China or Japan, as well as to Macao, Fok, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.); Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Bern provides that "Neither the sender nor the addressee of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognised rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any to loose letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondents for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 5 cents.

Soldiers' and Sailors' Letters.

Privates in H. M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon.
The English Mail.
The French Mail.

In the N.E. Monsoon.
A Private Steamer a few days before the English Mail.
The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-delivery, or mis-direction of any letter, book, or other postal packet (even if the packet be registered) nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile articles should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless, large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to its transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created, and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of durable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 2 lbs.

Patterns—to British Offices, 5 lbs. If with-out intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PARCELS.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon and Bangkok are requested to give notice to the Post Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Money Order Regulations.

1.—Money Orders on the United Kingdom and the Straits Settlements are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—
Orders on the United Kingdom,
Up to £25.....18 cents.
" 25.....36
" 50.....72
" 100.....144

Local Money Orders (including Straits Settlements).
Up to \$25.....15 cents.
" 50.....30

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee have signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order be not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

* Made out on a printed form which is supplied gratis.

* Local Orders on Shanghai are drawn at 2 per cent premium in all cases. A fixed rate for drawing on the United Kingdom is in force at Shanghai.

POST OFFICE NOTICE.

Unclaimed Correspondence.

Oct. 18, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Bombay	2h	Brit.	str.	749	Feb. 12	Kwok Acheong	Manila	To-day
Kameralda	3h	Brit.	str.	305	Oct. 17	Russell & Co.	Manila	Tug flying
Fame	3h	Brit.	str.	117	Oct. 17	H. K. & W'poo Dock Co.	Manila	
Fatchoy	3h	Brit.	str.	153	Oct. 17	G. McElin	Manila	
Java	4h	Brit.	str.	886	Oct. 14	Siemens & Co.	Manila	
Kienchow	2h	Brit.	str.	100	Oct. 16	Kwok Acheong	Manila	
Kwangtung	3h	Brit.	str.	675	Oct. 16	Douglas Laprak & Co.	Manila	at daylight
Marines	3h	Span.	str.	420	Oct. 16	Remedios & Co.	Manila	
Norma	3h	Brit.	str.	606	June 28	Kwok Acheong	Manila	
Ocean King	3h	Brit.	str.	2400	Oct. 18	Russell & Co.	Manila	To-day
Oceanic	3h	Brit.	str.	3707	Oct. 18	O. & S. S. Co.	Manila	1st prox.
Pando	3h	Brit.	str.	632	Oct. 18	Melchers & Co.	Manila	at daylight
Panamuco	4h	Brit.	str.	643	Oct. 18	Melchers & Co.	Manila	25th inst.
Panama	3h	Brit.	str.	934	Oct. 18	Yuen Fat Hong	Manila	
Seagull	3h	Amer.	str.	48	July 19	W. H. Ray	Manila	
Strathmore	4h	Brit.	str.	1565	Oct. 18	Wm. Pustan & Co.	Manila	
Sunda	5h	Brit.	str.	1029	Oct. 7	P. & O. S. N. Co.	Manila	
Yotung	2h	Brit.	str.	286	Oct. 18	Kwok Acheong	Manila	
Sailing Vessels								
Ada Melmore	4h	Brit.	bge.	568	Sept. 13	Meyer & Co.	San Francisco	
Albert Russell	3h	Amer.	bge.	762	July 16	Vogel, Hagedorn & Co.	New York	
Aldebaran	4h	Brit.	bge.	398	Aug. 30	Vogel, Hagedorn & Co.	New York	
Annie Burr	3h	Amer.	bge.	650	Sept. 24	Gibb, Livingston & Co.	New York	
Anton Gunter	3h	Ger.	bge.	440	Oct. 2	Edward Schellhaas & Co.	New York	
Beethoven	4h	Ger.	bge.	356	Oct. 6	Melchers & Co.	New York	
Benefactor	4h	Amer.	bge.	596	Aug. 2	Russell & Co.	New York	
Bertha Marlon	1h	Brit.	bge.	539	Oct. 12	Gilman & Co.	New York	
Borneo	4h	Amer.	bge.	736	Sept. 11	Meyer & Co.	New York	
Brumette	2h	Brit.	bge.	374	Sept. 12	Geo. R. Stevens & Co.	New York	
Canton	1h	Brit.	bge.	779	Sept. 18	Chinese	New York	
Challenge	4h	Brit.	bge.	599	Sept. 16	Olyphant & Co.	New York	
Chamron Kamreye	2h	Brit.	bge.	480	Sept. 24	Kin-ye-long	New York	
Channel Queen	3h	Brit.	bge.	609	Oct. 2	Edward Schellhaas & Co.	New York	
Chocula	4h	Brit.	bge.	284	Oct. 3	Chinese	New York	
Cosra	3h	Amer.	bge.	188	July 18	W. H. Ray	New York	
Cosmo	3h	Brit.	bge.	1220	Sept. 1	O. & S. N. Co.	New York	
Dartmouth	3h	Brit.	bge.	415	Aug. 17	Gibb, Livingston & Co.	New York	
Dharwar	3h	Amer.	bge.	1300	July 14	Vogel, Hagedorn & Co.	New York	
Don Quixote	3h	Amer.	bge.	684	July 24	Melchers & Co.	New York	
Drumlog	3h	Brit.	bge.	1128	Sept. 24	Melchers & Co.	New York	
Elizabeth Nicholas	3h	Brit.	bge.	976	Oct. 17	Borneo Co. Limited	New York	
Emulation	2h	Brit.	bge.	380	Oct. 4	Wider & Co.	New York	
Fabius	3h	Brit.	bge.	680	Sept. 24	Chinese	New York	
Fang-a-Ballagh	4h	Brit.	bge.	440	Oct. 14	Carlowitz & Co.	New York	
Fleetwing	3h	Amer.	bge.	829	Oct. 17	Butterfield & Swire	New York	
Fontenay	3h	Brit.	bge.	635	Oct. 10	Arnold, Karberg & Co.	New York	
Fueller	3h	Brit.	bge.	404	Sept. 24	Melchers & Co.	New York	
George Skelfield	3h	Amer.	bge.	1818	Sept. 19	Arnold, Karberg & Co.	New York	
Glamis	3h	Brit.	bge.	1150	Sept. 17	Russell & Co.	New York	
Hammonia	3h	Brit.	bge.	408	Oct. 10	Siemens & Co.	New York	
Herat	3h	Brit.	bge.	1400	Sept. 19	Jardine, Matheson & Co.	New York	
Highlander	4h	Brit.	bge.	1852	June 19	Captain	New York	
Holapur	4h	Brit.	bge.	622	Sept. 3	Rozario & Co.	New York	
Imperatrice Elizabeth	7h	Aust.	bge.	1629	Sept. 20	D. Munro & Co.	New York	
India	3h	Amer.	bge.	1294	Sept. 24	Douglas Laprak & Co.	New York	
Iphigenia	3h	Green	bge.	494	Oct. 10	Wider & Co.	New York	
Japan	3h	Brit.	bge.	270	Sept. 10	Meyer & Co.	New York	
Juliana	3h	Brit.	bge.	187	Sept. 23	Wm. Pustan & Co.	New York	
Kim Tong Tye	2h	Brit.	bge.	829	Sept. 18	Tauk Mee	New York	
Kirkland	3h	Brit.	bge.	453	Oct. 4	Wider & Co.	New York	
Leucadia	3h	Brit.	bge.	896	Sept. 18	Siemens & Co.	New York	
Lizle Perry	3h	Brit.	bge.	1122	Aug. 26	Russell & Co.	New York	
Lord Macaulay	3h	Amer.	bge.	848	Oct. 7	Wm. Pustan & Co.	New York	
Lottie Moore	3h	Brit.	bge.	880	July 22	Vogel, Hagedorn & Co.	New York	
Louis	3h	Brit.	bge.	245	Oct. 17	Edward Schellhaas & Co.	New York	
Lucky	3h	Brit.	bge.	380	Oct. 6	Wider & Co.	New York	
Mangerton	3h	Brit.	bge.	425	Oct. 11	Carlowitz & Co.	New York	
Mario Louise	3h	Brit.	bge.	1174	Aug. 19	Vogel, Hagedorn & Co.	New York	
Mary Fraser	4h	Brit.	bge.	994	Sept. 10	Captain	New York	
Melrose	3h	Brit.	bge.	1108	Sept. 8	Olyphant & Co.	New York	
Min-y-don	7h	Brit.	bge.	621	Aug. 1	Gibb, Livingston & Co.	New York	
Moneta	4h	Brit.	bge.	601	Oct. 11	Wider & Co.	New York	
Niagara	4h	Brit.	bge.	157	Oct. 10	Arnold, Karberg & Co.	New York	
Nicolaus	4h	Brit.	bge.	827	Oct. 13	Meyer & Co.	New York	
Northern Star	3h	Brit.	bge.	596	Sept. 20	Wider & Co.	New York	
Pandur	3h	Brit.	bge.	301	Sept. 28	Meyer & Co.	New York	
Philippine	4h	Brit.	bge.	605	Sept. 28	Tauk Mee	New York	
Ralph M. Hayward	7h	Amer.	bge.	605	Sept. 28	Tauk Mee	New York	
Siamese Crown	3h	Brit.	bge.	584	Sept. 28	Tauk Mee	New York	
Sir Charles Napier	3h	Brit.	bge.	1161	May 27	Vogel, Hagedorn & Co.	New York	
Spartan	3h	Amer.	bge.	1100	Sept. 23	W. H. Ray	New York	
Spinaway	3h	Brit.	bge.	325	Oct. 15	Siemens & Co.	New York	
Sumatra	3h	Brit.	bge.	1090	Sept. 5	Russell & Co.	New York	
Sumner R. Mead	4h	Amer.	bge.	1117	July 16	Russell & Co.	New York	
Thoon Kramon	2h	Brit.	bge.	474	Oct. 7	Siemens & Co.	New York	
Trio	3h	Brit.	bge.	268	Oct. 11	Siemens & Co.	New York	
Tyburnia	3h	Brit.	bge.	948	June 19	Olyphant & Co.	New York	
Uyuma	3h	Brit.	bge.	486	Oct. 11	Wider & Co.	New York	
Vesta	3h	Brit.	bge.	308	Oct. 2	Melchers & Co.	New York	
Vidal	3h	Brit.	bge.	417	Oct. 8	Siemens & Co.	New York	
W. E. Gladstone	3h	Brit.	bge.	409	Oct. 16	Siemens & Co.	New York	
W. E. Gladstone	3h	Brit.	bge.	584	Sept. 16	Wm. Pustan & Co.	New York	
CANTON								
Amy	3h	Brit.	str.	814	Oct. 15	Siemens & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Audacious	6 o	British	Iron-clad (flag-ship)	8894	14	800	Oct. 3	F. Durrant
Arcton	6 o	German	corvette	1088	8	1700	Oct. 16	Von Nothke
Erebus	6 h	British	gun vessel	592	4	100	Oct. 14	A. E. Dupuis
Haydamack	6 o	Russian	man-of-war	1100	...	...	Oct. 12	Tiffo
Magpie	6 o	British	gun vessel	774	3	160	Oct. 3	W. M. Lang
Mecanoe	6 k	British	military hospital	2591	...	...	...	...
Nazam	6 h	British	surveying vessel	877	4	150	Oct. 10	R. H. Napier
Peng-shon-hai	6 h	Chinese	revenue cruiser	600	4	120	Oct. 19	C. H. Palmer
Ranger	6 o	U. S.	gun vessel	541	5	600	Sept. 12	J. B. Manley
Sheldrake	7 h	British	gunboat	400	2	100	Oct. 16	J. B. Manley
Victor Emanuel	6 o	Portug.	gun vessel	400	2	100	Oct. 17	Lieut.-comr. Rio
Vigilant	6 h	British	Commodore's flag-ship	3087	20	...	...	...
			despatch vessel	556	2	250	Oct. 11	William M. Annesley

FOOCHOW SHIPPING IN PORT.

Oct. 15, 1878.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Audacious	6 o	British	Iron-clad (flag-ship)	8894	14	800	Oct. 3	F. Durrant
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Magpie	6 o	British	gun vessel	774	3	160	Oct. 3	W. M. Lang
Mecanoe	6 k	British	military hospital	2591
Nazam	6 h	British	surveying vessel	877	4	150	Oct. 10	R. H. Napier
Peng-shon-hai	6 h	Chinese	revenue cruiser	600	4	120	Oct. 19	C. H. Palmer
Ranger	6 o	U. S.	gun vessel	541	5	600	Sept. 12	J. B. Manley
Sheldrake	7 h	British	gunboat	400	2	100	Oct. 16	J. B. Manley
Victor Emanuel	6 o	Portug.	gun vessel	400	2	100	Oct. 17	Lieut.-comr. Rio
Vigilant	6 h	British	Commodore's flag-ship	3087	20	...	...	...

SHIPPING IN SHANGHAI HARBOUR.

October 5, 1878.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Audacious	6 o	British	Iron-clad (flag-ship)	8894	14	800	Oct. 3	F. Durrant
Arcton	6 o	German	corvette	1088	8	1700	Oct. 16	Von Nothke
Erebus	6 h	British	gun vessel	592	4	100	Oct. 14	A. E. Dupuis
Haydamack	6 o	Russian	man-of-war	1100	...	...	Oct. 12	Tiffo
Magpie	6 o	British	gun vessel	774	3	160	Oct. 3	W. M. Lang
Mecanoe	6 k	British	military hospital	2591	...	...	...	...
Nazam	6 h	British	surveying vessel	877	4	150	Oct. 10	R. H. Napier
Peng-shon-hai	6 h	Chinese	revenue cruiser	600	4	120	Oct. 19	C. H. Palmer
Ranger	6 o	U. S.	gun vessel	541	5	600	Sept. 12	J. B. Manley
Sheldrake	7 h	British	gunboat	400	2	100	Oct. 16	J. B. Manley
Victor Emanuel	6 o	Portug.	gun vessel	400	2	100	Oct. 17	Lieut.-comr. Rio
Vigilant	6 h	British	Commodore's flag-ship	3087	20	...	...	...

HONGKONG MARKET PRICES.

Corrected to Saturday, Oct. 19th, 1878.

At 1120 Cash per Dollar Mexican.

Butcher Meat.	Price.	Chinese Names.
Bacon, English, . . . lb.	450 400	來路烟猪肉
" Am. Sugar cured, . . .	250 220	花旗烟猪肉
" Foochow, . . .	200 180	福州烟猪肉
Beef, sirloin and prime cut, cy.	170 160	尾龍扒
Beef Corned, . . . caty	140 130	鹹牛肉
" Roast, . . .	160 140	燒牛肉
" Soup, . . .	100 90	湯肉
" Steak, . . .	160 140	牛腩
Bullocks' Brains, . . . per set	50 40	牛腦
" Tongue, fresh, each	310 280	牛脚
" " corned, . . .	310 280	鹹牛脚
" Head, . . .	500 450	牛頭
" Heart, . . .	140 130	牛心
" Hump, Salt, . . . caty	150 140	牛肩
" Feet, . . . each	50 40	牛脚
" Kidneys, . . .	60 50	牛腰
" Tail, . . .	110 100	牛尾
" Liver, . . . caty	80 70	牛肝
" Tripe (undressed), caty	60 50	牛肚
Calves' Head and Feet, set	600 500	牛仔頭脚
Hams, American, . . . lb.	390 300	花旗火腿
" Chinese, . . .	220 200	金華火腿
" English, . . .	350 300	來路火腿
Mutton Chop, . . .	170 160	羊腩
" Leg, . . .	170 160	羊腿
" Shoulder, . . .	180 125	羊手
Pigs' Chittlings, . . . caty	60 50	猪脚
" Feet, . . .	90 80	猪脚
" Fry, . . .	100 90	猪雜
" Head, . . .	80 70	猪頭
" Heart, . . . each	50 40	猪心
" Kidneys, . . .	80 70	猪腰
" Liver, . . . lb.	100 90	猪肝
Pork, Chop, . . . caty	150 140	猪腩
" Corned, . . .	140 130	鹹猪肉
" Leg, . . .	150 140	猪腿
" Fat or Lard, . . .	110 100	猪油
Sheeps' Head and Feet, set	400 350	羊頭脚
" Heart, . . . each	50 40	羊